

COUNTRY Eastern Germany

Approved For Release 2006/04/18 : CIA-RDP82-00457R013800020006-5

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TOPIC Drewitz Airfield

EVALUATION

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DATE OF CO

DATE OBTAIN

PREPARED 14 August 1952

REFERENCES

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PAGES 2 ENCLOSURES (NO. & TYPE) 1 - a sketch on ditto

REMARKS

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1. On 24 June 1952, [] the Drewitz construction project was classified as a first priority project. On 21 June, the first shipment with the sections of new wooden temporary building arrived at the field. Rails were delivered from Unterwellenborn. All the sub-surface construction work at the field were referred to as Object IIIa-1007. The runway to be constructed at the field was to be 80 x 3,000 meters. Negotiations were under way to extend the runway over 3,000 meters. A strip of 1,000 meters of the eastern section of the runway was graded. Another 1,200-meter strip was cleared of woods. On 15 July, preparations were completed for concreting the first 1,000-meter strip where work was to begin between 25 and 30 July. The target date for the completion of the runway was fixed on 31 October 1952. However, [] this date could not be kept because of a shortage of workers. Because of the lack of workers work could only be done in one shift. The construction of a wooden fence, 2.5 meters high, was started around the field. The poles were to be of concrete except for those in the extension of the runway which were to be of wood. The narrow-gauge railroad line which extends from the Grabkow station to the construction yard south of the runway was to be completed by 20 July. This date could probably be met. Four new low wooden buildings for the laborers were being erected in the old cantonment. In mid-July, the following machines were available at the field: 10 steam locomotives, 3 Diesel locomotives for field railways, 17 km of rails for field railways, 7 Regulus type mixing machines with a capacity of 500 liters, and 4 steam rams.

2. The above-ground workings were referred to as Object Ia-1007. Construction work started on a cantonment about 2 km east of Jaenschwalde, where the laborers engaged in above-ground construction were to be quartered. A total of 18 barracks, 1 temporary building for the construction staff and another temporary building for welfare purposes were to be built. Four low wooden buildings were under construction there. A field railway was being laid from the Grabkow block station to this cantonment. Upon completion of the barracks in about September 1952 construction work was to start on three-story brick buildings to be used as quarters for Soviet Air Force soldiers. A total of 1,800 workers were required for both construction projects by late July. In mid-July, 680 workers were employed there. Every Tuesday, a briefing was held for the construction staff.

3. An aircraft plant was scheduled to be built in 1953, about 2 km southeast of the 18 low wooden buildings. A standard gauge spur track was to be laid from the Grabkow

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block station to the projected hangars and barracks of this plant. The line was cleared of woods and the material for the track was already available. Further construction material including 2,500,000 stones were expected to arrive soon. In mid-July 1952, surveying work started for the aircraft plant. **

4. [redacted] a spur track was laid between Kerkwitz and Jaenschwalde passing the Grabkow block station. Bricks and prefabricated houses were piled up along the spur track west of Grabkow station. About 350 meters south of the line, there were two derricks near which excavations were observed. [redacted] the spur track extended to Drewitz airfield, where improvement work was allegedly under way.

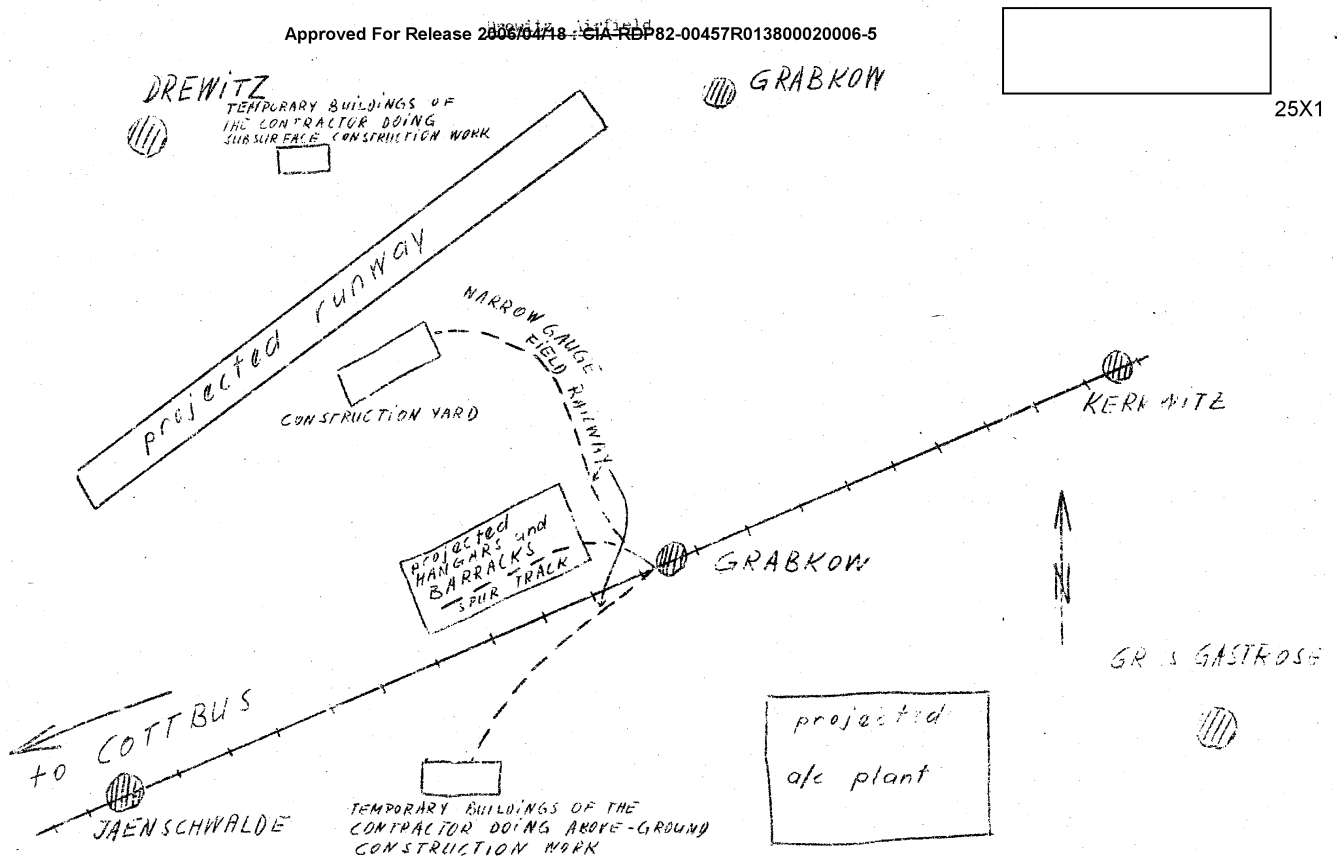
5. In early July, [redacted] Jahn (fnu) was charged with the supervision of construction work performed by the Dresden Bauunion at Drewitz and Welzow airfields. The local supervisor in Drewitz was Zoennchen (fnu) and in Welzow, Horn (fnu). Zoennchen had been construction superintendent in Welzow until work started in Drewitz. His deputy was Horn. ***

** [redacted] Comment. The reported aircraft plant will probably be a large repair shop for the jet bomber units stationed in the Soviet Zone of Germany.

*** [redacted] Comment. The report is believed to be correct. [redacted] According to these details, Drewitz airfield will be provided with the longest concrete runway in the Soviet Zone of Germany and, thus, it will be suitable for very large aircraft. Noteworthy is the fact that this construction project was surrounded by a board fence before work started there. This indicates that the Russians continuously increase their security measures at the airfields.

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